

CONTRACT CHANGE ORDER MEMORANDUM

DATE: 8/11/2014 Page 1 of 1

TO: Tony Anziano, Program Manager /		FILE: E.A. 04 - 0120F4	
FROM: Darryl Schram, Senior TE		CO-RTE-PM SF-80-13.2/13.9	
FED. NO. No			
CCO#: 387	SUPPLEMENT#: 0	Category Code: CHPK	CONTINGENCY BALANCE (incl. this change) \$31,153,743.86
COST: \$500,000.00 INCREASE <input checked="" type="checkbox"/> DECREASE <input type="checkbox"/>		HEADQUARTERS APPROVAL REQUIRED? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
SUPPLEMENTAL FUNDS PROVIDED: \$0.00		IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
CCO DESCRIPTION: Traveler Rail Gap Load Test		PROJECT DESCRIPTION: CONSTRUCT SELF-ANCHORED SUSPENSION BRIDGE	
Original Contract Time: 2490 Day(s)	Time Adj. This Change: DEF Day(s)	Previously Approved CCO Time Adjustments: 630 Day(s)	Percentage Time Adjusted: (including this change) 25 %
			Total # of Unreconciled Deferred Time CCO(s): (including this change) 2

THIS CHANGE ORDER PROVIDES FOR:


As directed by the Engineer, submit load test plan and perform a fully loaded test on the SAS Westbound (WB) Traveler as per approved submittal.

Contract Plan Sheet No. 1120 "Traveler Rail Details No. 2" required a sliding rail segment gap tolerance between 14 mm and 18 mm for the SAS traveler and Plan Sheet No. 1153 "E2/E3 Bikepath Traveler Rails -01" required a sliding rail segment gap tolerance for the E2/E3 bikepath traveler between 6.5 mm and 13.5 mm. The Contractor through RFI 2008R1 requested to increase the gap tolerance to provide for a larger fabrication and installation tolerance. This change was included in Contract Change Order (CCO) 168 S0 "Traveler Rail Gap Variation" which increased segment gap tolerance for the SAS and Skyway travelers to between 10 mm and 22 mm and the E2/E3 bikepath traveler to between 5 mm and 15 mm. CCO 379 will increase the SAS traveler segment gap tolerance to between 10 mm and 30 mm, to minimize the extra work required to achieve an operational traveler. Design has requested that a fully loaded test of the traveler be performed to verify that it can operate properly over 30 mm traveler segment gaps. The cost to repair damaged painted surfaces as a result of this change will be included in CCO 168S1.

The total cost of this change order is \$500,000.00 force account, which can be financed from the contingency fund. A detailed cost analysis is on file.

Consideration of a time adjustment will be deferred until completion of the work specified herein. Determination of a commensurate time adjustment will be made in accordance with Section 10-1.13, "PROGRESS SCHEDULE (CRITICAL PATH METHOD)" and Section 10-1.14, "TIME-RELATED OVERHEAD" of the Special Provisions, as well as Section 8-1.07, "LIQUIDATED DAMAGES", of the Standard Specifications.

This change order has concurrence from William Casey (Supervising TE), Rich Foley (HQ Oversight), and Wenyi Long (Bridge Design).

CONCURRED BY:		ESTIMATE OF COST	
Construction Engineer: William Casey, Sup TE	Date 8/7/14	THIS REQUEST	TOTAL TO DATE
Bridge Engineer: CT Oversight, Wenyi Long, P.E.	Date 8/7/14	ITEMS \$0.00	\$0.00
Project Engineer:	Date	FORCE ACCOUNT \$500,000.00	\$500,000.00
Project Manager:	Date	AGREED PRICE \$0.00	\$0.00
FHWA Rep.:	Date	ADJUSTMENT \$0.00	\$0.00
Environmental:	Date	TOTAL \$500,000.00	\$500,000.00
Other (specify): HQ, Rich Foley	Date 8/8/14	FEDERAL PARTICIPATION	
Other (specify):	Date	<input type="checkbox"/> PARTICIPATING <input type="checkbox"/> PARTICIPATING IN PART <input checked="" type="checkbox"/> NONE <input type="checkbox"/> NON-PARTICIPATING (MAINTENANCE) <input type="checkbox"/> NON-PARTICIPATING	
District Prior Approval By:	Date	FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)	
HQ (Issue Approve) By:	Date	<input type="checkbox"/> CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS	
Resident Engineer's Signature:	Date	FEDERAL FUNDING SOURCE	PERCENT
			
8-12-14			